3 January 1962

JACKSON DETACHMENT REPORT NO. 5 FOR DECEMBER 1961.

25X1A2g
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1. SUMMARY OF ACTIVITIES: [redacted] 27 had 2 [redacted] Sorties and [redacted] 28 had 3 [redacted] Sorties. All were either equipment check or fuel curve checks combined with normal training except one low altitude training sortie by [redacted] 28. Minor faults on these aircraft have increased slightly and is possibly attributable to the fact that they have all been stripped down and modified at the factory, and therefore need a settling in period.

One interesting fact has arisen with one particula model which points to the altimeter over reading. This would result in the pilot flying the aircraft at too low an airspeed for a given indicated altitude. This would mean flying too close to the stall with the obvious associated problems. This also makes it difficult for the auto pilot which has problems enough at maximum altitudes with the increased weight of the refueller models. It is extremely important that the stall is not encountered at more altitude since it may put one in a position where by the ensuing recovery action is beyond the structural capability of the aircraft and at the best is an extremely disturbing experience. Also a resulting flameout is quite possible. With regard to the flameout condition it is interesting to note when are pilot experienced severe mach and buffet the engine did flameout and this was an a model fitted with the "continuous ignition" system. However it is understood that the condition encountered was far more severe than the "continuous ignition" system was ever intended to cope with. It is installed to counteract any small transient flow disruption and possible consequent flameout. The altimeter here are very carefully calibrated but it seems that they are not sufficiently accurate for the job. An effort is being made to introduce the best possible instrument for the job and to standardize that instrument.

T-33 flying was restructed to a great extent by unserviceability and modification.

2. FLYING:

2.1. Flying times (see appendix "A")
2.2. Operation Flights. Nil.
2.3. Training Flights
25X1A2g
2.3.1. [redacted] 27 - 2 Flights (High)
2.3.2. [redacted] 28 - 2 Flights (High)
1 Flight (Low)
2.4. T-33 Flights
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2.4.1. [redacted] 27 - 2 Flights
2.4.2 [redacted] 28 - 3 Flights

25X1A2g 3. GROUND TRAINING: This consisted of study for T-33 proficiency examination which [redacted] 28 has now passed and also a rehearsal for
25X1A2g wedding of [redacted]

4. PERSONNEL:

4.1. Visits - Nil.

25X1A2g 4.2. Movements - [redacted] 31 to Washington 3-6 Dec. for promotion examination "C".

5. ADMINISTRATION:

25X1A2g 5.1. The wedding of [redacted] was successfully accomplished 1 Jan
25X1A2g 1962, with no associated publicity. Leave 1 Jan 62 to 7 Jan 62 inclusive.

25X1A2g 5.2. [redacted]28 leave 1 Jan 62 to 13 Jan 62 inclusive.

5.3. [redacted] satisfacterily situated in Lancaster and has had no further contact with his previous extraneous duties.

6. GENERAL: Altogether, matters are extremely satisfactory and the recent up heavals have only served to improve the situation in general
25X1A2g and morale.
25X1A2g

25X1A2g 7. AMENDMENTS: Report No. 4, Para 5.2. - for [redacted]31 read [redacted]
25X1A2g 29. Para 5.3. - for [redacted]29 read [redacted]31.

Appendix "A"

SUMMARY OF FLYING TIMES

25X1A2g A.1. [redacted] 22

DATE:	AIRCRAFT	TIME DAY	TIME NIGHT	I.F.	DUTY	REMARKS
Dec. 6	[redacted]	4:45			Equip Check	High
18	T-33	1:50		1:15	Inst. Trg.	
25X1A2g 22	T-33	1:45			Front Seat	
27	[redacted]	8:00			Fuel Curve	High
Total at unit:	T-33	17:00		3:45		
25X1A2g	[redacted]	51:10				
		35:00	4:30			

25X1A2g A.2. [redacted] 28

25X1A2g Dec. 8	[redacted]	6:20			Equip Check	HIGH
11		1:55			Training	Low
13	T-33	1:45			Front Seat	
25	T-33	2:35		1:15	Inst. Trg	
15	T-33	1:35			Front Seat	
25X1A2g 27	[redacted]	6:05			Fuel Curve	High abort auto pilot trouble.
Total at unit:	T-33	46:50				
25X1A2g	[redacted]	67:45				
		42:55	4:30			

25X1A2g A.3. [redacted] 31

Dec. NIL.

Total at unit: U-3A 13:00